

Europäisches Patentamt  
European Patent Office  
Office européen des brevets



(11) **EP 1 113 189 A2**

(12) **EUROPEAN PATENT APPLICATION**

(43) Date of publication:  
04.07.2001 Bulletin 2001/27

(51) Int Cl.7: **F16H 3/66**

(21) Application number: **00127925.6**

(22) Date of filing: **20.12.2000**

(84) Designated Contracting States:  
**AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU  
MC NL PT SE TR**  
Designated Extension States:  
**AL LT LV MK RO SI**

(71) Applicant: **Hyundai Motor Company**  
**Jongro-ku, Seoul (KR)**

(72) Inventor: **Park, Sung-Hoon**  
**Yongin-city, Kyungki-do (KR)**

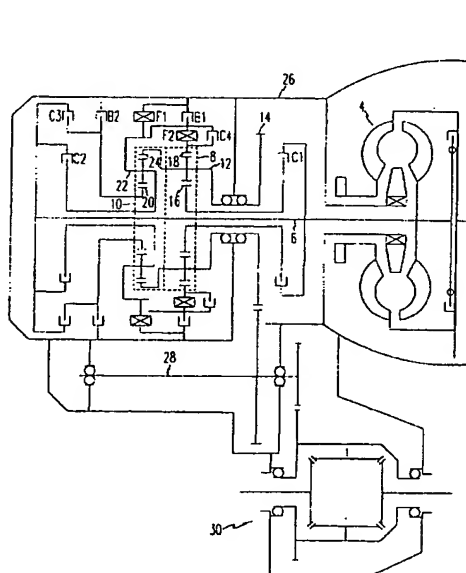
(30) Priority: **28.12.1999 KR 9963698**  
**28.12.1999 KR 9963701**

(74) Representative: **HOFFMANN - EITLE**  
**Patent- und Rechtsanwälte**  
**Arabellastrasse 4**  
**81925 München (DE)**

(54) **Power train for automatic transmissions**

(57) A power train for an automotive transmission includes first and second planetary gear sets (8,10) disposed around an input shaft. The first planet carrier (12) being fixedly connected to the second ring gear (24). The first sun gear (16) is connected to the input shaft (6) with a first clutch (C1) interposed between the first sun gear (16) and the input shaft (6). The second planet carrier (10) is connected to the input shaft (6) with a second clutch (C2) interposed between the second planet carrier (22) and the input shaft (6), and the second sun gear (20) is connected to the input shaft (6) with a third clutch (C2) interposed between the second sun gear (20) and the input shaft (6). The fourth clutch (C4) and the second one-way clutch (F2) are disposed spaced away from each other in the axial direction of the input shaft (6). The second sun gear (20) is connected to the transmission housing via a second brake (B2). The first and second brakes (B1,B2) share a retainer with each other; the first and second one-way clutches (F1,F2) are supported by a single support and the second and third clutches (C2,C3) are arranged spaced away from each other in a radial direction of the input shaft.

FIG.1



EP 1 113 189 A2